

(3)(i) There are no deterioration factors for light-duty vehicles tested in accordance with subpart O of this part. Accordingly, for the CST the term “final deteriorated test results” means the final test results derived in paragraph (b) of this section for each test vehicle.

(ii) There are no deterioration factors for light-duty trucks tested in accordance with § 86.146–96 or for heavy-duty vehicles tested in accordance with § 86.1246–96. Accordingly, for the Fuel Dispensing Spillback Test the term “final deteriorated test results” means the final test results derived in paragraph (b) of this section for each test vehicle.

(4) The final deteriorated test results are rounded to the same number of significant figures contained in the applicable standard in accordance with ASTM E 29–90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(d) [Reserved]. For guidance see § 86.1009–84.

[58 FR 58425, Nov. 1, 1993]

§ 86.1009–97 Calculation and reporting of test results.

Section 86.1009–97 includes text that specifies requirements that differ from those specified in §§ 86.1009–84 and 86.1009–96. Where a paragraph in § 86.1009–84 or § 86.1009–96 is identical and applicable to § 86.1009–97, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.1009–84.” or “[Reserved]. For guidance see § 86.1009–96.”.

(a) and (b) [Reserved]. For guidance see § 86.1009–96.

(c) *Final deteriorated test results.* (1) The final deteriorated test results for each heavy-duty engine or light-duty truck tested according to subpart B, C, D, I, N, P, or R of this part are calculated by first multiplying or adding, as appropriate, the final test results by or to the appropriate deterioration factor derived from the certification process for the engine family control system combination and model year to which the selected configuration belongs, and then by multiplying by the

appropriate reactivity adjustment factor, if applicable. If the multiplicative deterioration factor as computed during the certification process is less than one, that deterioration factor will be one. If the additive deterioration factor as computed during the certification process is less than zero, that deterioration factor will be zero.

(c)(2) [Reserved]

(c)(3) through (c)(4) [Reserved]. For guidance see § 86.1009–96.

(d) [Reserved]. For guidance see § 86.1009–84.

[62 FR 31239, June 6, 1997]

§ 86.1009–2001 Calculation and reporting of test results.

(a) Initial test results are calculated following the Federal Test Procedure specified in § 86.1008–2001(a). Rounding is done in accordance with ASTM E 29–67 (reapproved 1980) (as referenced in § 86.094–28 (a)(4)(i)(B)(2)(ii)) to the number of decimal places contained in the applicable emission standard expressed to one additional significant figure.

(b) Final test results are calculated by summing the initial test results derived in paragraph (a) of this section for each test vehicle or engine, dividing by the number of times that specific test has been conducted on the vehicle or engine, and rounding to the same number of decimal places contained in the applicable standard expressed to one additional significant figure. Rounding is done in accordance with ASTM E 29–67 (reapproved 1980) (as referenced in § 86.094–28(a)(4)(i)(B)(2)(ii)).

(c) *Final deteriorated test results.* (1) The final deteriorated test results for each light-duty truck, heavy-duty engine, or heavy-duty vehicle tested according to subpart B, C, D, I, M, N, P, or R of this part are calculated by first multiplying or adding, as appropriate, the final test results by or to the appropriate deterioration factor derived from the certification process for the engine or evaporative/refueling family and model year to which the selected configuration belongs, and then by multiplying by the appropriate reactivity adjustment factor, if applicable. For the purpose of this paragraph (c), if a multiplicative deterioration factor as computed during the certification

process is less than one, that deterioration factor will be one. If an additive deterioration factor as computed during the certification process is less than zero, that deterioration factor will be zero.

(2) *Exceptions.* There are no deterioration factors for light-duty truck emissions obtained during testing in accordance with subpart O of this part or with § 86.146-96. Accordingly, for the CST and the fuel dispensing spitback test the term “final deteriorated test results” means the final test results derived in paragraph (b) of this section for each test vehicle.

(3) The final deteriorated test results obtained in paragraph (c) (1) and (2) of this section are rounded to the same number of decimal places contained in the applicable emission standard. Rounding is done in accordance with ASTM E 29-67 (reapproved 1980) (as referenced in § 86.094-28(a)(4)(i)(B)(2)(ii)).

(d) Within five working days after completion of testing of all engines or vehicles pursuant to a test order, the manufacturer shall submit to the Administrator a report which includes the following information:

(1) The location and description of the manufacturer’s emission test facilities which were utilized to conduct testing reported pursuant to this section.

(2) The applicable standards or compliance levels against which the engines or vehicles were tested.

(3) Deterioration factors for the selected configuration.

(4) A description of the engine or vehicle and any emission-related component selection method used.

(5) For each test conducted.

(i) Test engine or vehicle description including:

(A) Configuration, engine family, and evaporative/refueling family identification.

(B) Year, make, build date, and model of vehicle.

(C) Vehicle Identification Number.

(D) Miles accumulated on vehicle.

(ii) Location where mileage accumulation was conducted and description of accumulation schedule.

(iii) Test number, date initial test results, final results and final deteriorated test results for all valid and in-

valid exhaust emission tests, and the reason for invalidation, if applicable.

(iv) A complete description of any modification, repair, preparation, maintenance and/or testing which was performed on the test engine or vehicle and has not been reported pursuant to any other paragraph of this subpart and will not be performed on all other production engines or vehicles.

(v) Where an engine or vehicle was deleted from the test sequence by authorization of the Administrator, the reason for the deletion.

(vi) For all valid and invalid exhaust emission tests, carbon dioxide emission values for LDTs and brake-specific fuel consumption values for HDEs.

(vii) Any other information the Administrator may request relevant to the determination as to whether the new motor vehicles being manufactured by the manufacturer do in fact conform with the regulations with respect to which the certificate of conformity was issued.

(6) The following statement and endorsement:

This report is submitted pursuant to sections 206 and 208 of the Clean Air Act. This Selective Enforcement Audit was conducted in complete conformance with all applicable regulations under 40 CFR part 86 and the conditions of the test order. No emission related change(s) to production processes or quality control procedures for the engine or vehicle configuration tested have been made between receipt of this test order and conclusion of the audit. All data and information reported herein is, to the best of

(Company Name)

knowledge, true and accurate. I am aware of the penalties associated with violations of the Clean Air Act and the regulations thereunder.

(Authorized Company Representative)

[59 FR 16308, Apr. 6, 1994, as amended at 62 FR 31239, June 6, 1997]

§ 86.1010-96 Compliance with acceptable quality level and passing and failing criteria for Selective Enforcement Audits.

(a) The prescribed acceptable quality level is 40 percent.

(b) A failed engine or vehicle is one whose final deteriorated test results pursuant to § 86.1009(c), for one or more